

MacEwen, Frickel & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED. THE FOLLOWING STORES.

York HAMS.
Stilton CHEESE.
Padding RAISINS (Valencia).
CURRANTS (Patna).

MINCEMEAT.
CHRISTMAS CAKES.
FIGS.
ALMONDS and RAISINS.

Britt NUTS.
Soft-Shell ALMONDS.
Meiz FRUITS.
Crystallized FRUITS.

FRUITS in Syrup.
Imperial PLUMS.
Plum PUDDINGS.
COSAQUES.

CALIFORNIA PRODUCTS.
CONDENSED MILK.
KEROSENE LAMPS.
FAIRBANK'S SCALES.
COOKING STOVES.
PARLOUR STOVES.

THE USUAL ASSORTMENT
of
OILMAN'S STORES,
AND
WINES,
at the
Lowest Possible Prices
FOR CASH.

MacEwen, Frickel & Co.
Hongkong, December 1, 1885. 2084

Entertainment.

**THEATRE ROYAL,
CITY HALL.**

**THE HONGKONG AMATEUR
DRAMATIC CLUB.**
Have the honour to announce that
THE FIRST PERFORMANCE
of the Season will take place on

THURSDAY NEXT,
17th December, 1885, at 9 p.m.,
When will be produced
A FARCE

BY
J. J. DILLEY AND J. ALLEN,
entitled
'CHISELLING.'

**TOM TAYLOR'S COMEDY
'Nine Points of the Law.'**
Tickets (\$2 each) may be obtained from
Messrs. LAY, GRAYSON & Co., on and
after Monday, 14th December, 1885.

H. M. THOMSETT,
Hon. Secretary.
Hongkong, December 10, 1885. 2102

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,
the 16th December, 1885, at 2 p.m., at his
Sales Rooms, Queen's Road—

AN INVOICE OF
JAPANESE PLANTS,
comprising—

CAMELLIAS, AZALIAS, DEHNES, FERNS,
SUNDRY FOLIAGE PLANTS in Pots,
&c., &c., &c.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, December 14, 1885. 2178

PUBLIC AUCTION

OF
**JAPANESE PORCELAINS,
CURIOS, &c.**

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,
the 17th December, 1885, at 2 p.m., at his
Sales Rooms, Duddell Street—

A FINE SELECTION OF
JAPANESE WARE,
comprising—

TOKIO, KIRO, KANGA and SAISUMA
YAKES, PLATES, TEA SETS, &c.; OCHOISONE,
PLATES, VASES and SUNDRIES, SILK EM-
BOZIMENTS, LACQUERWARE,
&c., &c., &c.

TERMS OF SALE.—As customary.
G. R. LAMBERT,
Auctioneer.

Hongkong, December 14, 1885. 2179

To-day's Advertisements.

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOT POSTE FRANCAIS.

The Co's Steamship
Monsieur

Commandant BENOIS,
will be despatched for
Kobe and Yokohama TO-MORROW,
the 15th instant, at Daylight.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 14, 1885. 2169

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
Ajao

Captain RILEY, will be
despatched as above TO-
MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 14, 1885. 2167

FOR SHANGHAI.

The Steamship
Amoy

Capt. R. KUILEN, will be
despatched for the above
Port TO-MORROW, the 15th instant, at
4 p.m.

For Freight or Passage, apply to
SEYMOUR & Co.

Hongkong, December 14, 1885. 2172

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & FOOCHOW.

The Co's Steamship
Harpoon

Capt. F. ARMSTRONG, will be
despatched for the above
Ports on WEDNESDAY, the 15th inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIC & Co.,
General Managers.

Hongkong, December 14, 1885. 2171

FOR SWATOW AND BANGKOK.

The Co's Steamship
Ship Company, Limited.

Captain P. H. LOFF, will be
despatched for the above
Ports on WEDNESDAY, the 15th
instant, at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agent.

Hongkong, December 14, 1885. 2173

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

The Company's Steamship
Monk

Captain P. H. LOFF, will be
despatched for the above
Ports on WEDNESDAY, the 15th
instant, at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agent.

Hongkong, December 14, 1885. 2173

FOR MANILA VIA AMOY.

The Co's Steamship
Emeralda

Capt. T. YAM, will be
despatched for the above
Ports on WEDNESDAY, the 15th inst., at
5 p.m., instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, December 14, 1885. 2177

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
and Havre, ex S.S. *Indus*, in con-
nection with the above steamer, are hereby
informed that their Goods—with the exception
of Opium, Treasure and Valuables—are
being landed and stored at their risk at the
Company's Godown, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignee
before 3 p.m. TO-DAY (Sunday), requesting it
to be landed here.

Goods remaining unclaimed after Mon-
day, the 21st December, at Noon, will be
subject to rent, and landing charges at a
low rate.

All Claims must be sent in to me on or
before Wednesday, the 23rd December, or
they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 13, 1885. 2170

To-day's Advertisements.

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Steamship
Amoy

Commander,
will be despatched for the
above Ports on THURSDAY, the 24th
instant, at Noon.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 14, 1885. 2178

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be
CLOSED for the Transaction of Public
Business, at Noon, on FRIDAY and
SATURDAY NEXT, the 18th and 19th
instants.

For the 'Chartered Mercantile Bank of
India, London and China.'
JOHN THURBURN,
Manager, Hongkong.

For the 'Chartered Bank of India, Aus-
tralia and China.'
T. H. WHITEHEAD,
Acting Manager, Hongkong.

For the 'Hongkong and Shanghai Bank-
ing Corporation.'
T. JACKSON,
Chief Manager.

For the 'Comptoir d'Escompte de Paris.'
INOBALD,
Agent.

For the New 'Oriental Bank Corporation,
Limited.'
H. A. HERBERT,
Manager, Hongkong.

Hongkong, December 14, 1885. 2174

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ANGLO-INDIAN, British barque, Captain
T. Richter.—Chinese.

B. H. SREKERN, German brig, Captain
Chr. Meyer.—Melchers & Co.

DARTMOUTH, British barque, Capt. Benj.
Flinton.—Melchers & Co.

HARMONIA, German ship, Captain Kasse-
bohm.—Melchers & Co.

GORAZ, British barque, Capt. William
Grant.—Captain.

ISAC REED, American ship, Capt. E. C.
Colley.—Order.

LUCILE, American barque, Captain C. M.
Laurence.—Melchers & Co.

MERCUR, British brigantine, Capt. Wm.
Dick.—Master.

TITAN, American ship, Capt. C. H. Allen.
—Russell & Co.

VENTURA, Span. barque, Capt. Ursinoli.
—Remedios & Co.

Hongkong, December 14, 1885. 2175

SHIPPING.

ARRIVALS.

December 12, 1885—

Menzies, French steamer, 1,273, O. B.
Dennis, Yokohama December 5, and Kobe 7,
Mails and General.—MESSAGERIES MAR-
ITIMES.

Elna, German steamer, 1,472, Brönsen,
Neuenburg (N.S.W.) November 1, Coal.—
CAPTAIN.

Danube, British steamer, 568, Geo.
Anderson, Pakhoi December 7, Hoikoo 10,
and Macao 12, General.—YUEN FAT HONG.

Crosser, British steamer, 647, J. Rowin,
Haiphong December 10, General.—A. R.
MASON.

Valencia, Spanish corvette, 1,116, E. J.
Butran, Manila December 10.

December 13—

Cicero, British steamer, 1,030, Aaron
George, Saigon December 7, Rico.—AN-
TONIO KARBEN & Co.

Hner, German steamer, 388, Dethlefsen,
Shanghai December 9, General.—EDUARD
SCHULTESS & Co.

Natal, French steamer, 2,415, Such,
Marseilles November 6, Naples, Port Said
13, Suez 15, Aden 20, Colombo 27, Singa-
pore December 5, and Saigon 9, Mails and
General.—MESSAGERIES MARITIMES.

Friedrich, German barque, 595, H.
Spiesen, Chiof December 3, Boas.—
SEYMOUR & Co.

Douglas, British steamer, 862, M. Young,
Fooshow December 10, Amoy 11, and Swatow
13, General.—DOUGLAS STEAMSHIP CO.

Gorda, German steamer, 340, C. Erichsen,
Haiphong Dec. 10, Rice.—SEYMOUR & Co.

Amoy, British steamer, from Whampoa.
December 14—

Marcia, British steamer, from Whampoa.

Tamsui, British steamer, from Whampoa.

Hoikoo, British steamer, 900, Gyles.

Hongkong, December 14, 1885. 2176

SHARE LIST.—QUOTATIONS.

DECEMBER 14, 1885.

Stocks.

HONGKONG AND SHANGHAI BANK CORP. 60,000 \$ 125 1/2

North-China Insurance Co., Ltd. 5,000 £ 24 1/2

Yantai Insurance Company, Ltd. 8,000 £ 24 1/2

Union Assurance Society Co., Ltd. 2,000 £ 24 1/2

China Traders' Insurance Co., Ltd. 24,000 £ 24 1/2

Canton Insurance Office Co., Ltd. 10,000 £ 24 1/2

Chinese Insurance Co., Limited. 1,000 £ 24 1/2

Hongkong Fire Insurance Co., Ltd. 8,000 £ 24 1/2

China Fire Insurance Co., Ltd. 20,000 £ 24 1/2

STRAIT COMPANIES.

HK. C. and M. Steamship Co., Ltd. 8,000 £ 100 7/8

Douglas Steamship Co., Limited 20,000 £ 100 7/8

Indo-China S. N. Company, Limited 18,387 £ 100 7/8

China and Manila S. S. Co., Ltd. 3,000 £ 100 7/8

VIETNAM.

H'kong & Whampoa Dock Co., Ltd. 10,000 £ 125 1/2

H'kong & China Gas Co., Limited. 5,000 £ 100 7/8

New Shares.

Hongkong Hotel Company, Ltd. 2,000 £ 100 7/8

China Sugar Company, Limited. 1,000 £ 100 7/8

Hongkong Ice Company, Limited. 1,200 £ 100 7/8

Luzon Sugar Company, Limited. 7,000 £ 100 7/8

Perak Tin Mining & Smelting Co., Ltd. 8,000 £ 100 7/8

Selangore Tin Mining Co. (S'bad.) 2,000 £ 100 7/8

Punjab & Sindhia Dye Sansthan 40,000 £ 100 7/8

H'kong Rope Manufacturing Co., Ltd. 3,000 £ 50 1/2

Chinese Imperial 1,821 £ 5 1/2

1884 A. 2780 £ 500 1/2

1884 B. 2189 £ 500 1/2

Sugar Dabentaro 1880. 600 £ 500 1/2

Wuhu and Chinkiang, December 10, Rich-
BUTTERFIELD & SWIRE.

Galveston, British steamer, 1,301, Wm.
Oshor, Saigon December 8, General.—
ASSTON, KANAMOTO & Co.

Ajao, British steamer, 1,225, J. Riley,
Shanghai December 6, Fenchow 10, Amoy
and Swatow, 13, General.—BUTTERFIELD &
SWIRE.

Alia Route, for Honolulu.
Livingstone, for Tientsin.

Thales, for Swatow, Amoy and Tientsin.

Kong Beng, for Bangkok.

Tamsui, for Whampoa.

Tamsui, for Swatow, Amoy and Shanghai.

Hoikoo, for Whampoa.

DEPARTURES.

December 13—

Alia Route, for Honolulu.

Livingstone, for Tientsin.

Thales, for Swatow, Amoy and Tientsin.

Kong Beng, for Bangkok.

Tamsui, for Whampoa.

Tamsui, for Swatow, Amoy and Shanghai.

Hoikoo, for Whampoa.

CLEARING.

Alia Route, for Hongkong Bay.

Livingstone, for Hongkong and London.

Thales, for Swatow and Bangkok.

Haiphong, for Coast Ports.

Nanaimo, for Victoria (B.O.)

Proton, for Saigon.

Saito, for Haiphong.

Janet, for Whampoa.

Tamsui, for Swatow, Amoy and Shanghai.

Hoikoo, for Whampoa.

PASSENGERS.

Per *Menzies*, for Yokohama: for Hong-
kong, Mr. Casati, 3 Marines, and Mr. John
Bright; for Singapore, Messrs L. Weiss,
J. T. Nakamura, S. Kikuchi, T. Oshiki,
and C. Ishikawa. From Kobe: for Mac-
sailles, Mr. Sims.

Per *Danube*, from Pakhoi, &c., Messrs
Benderson and Surgeon, and 74 Chinese.

Per *Crosser*, from Haiphong, Messrs
Yakushi, Honada, Mrs. Fontrier, Messrs
Justice Russell, Quang Cing, Quang Wei,
Rogue, Candou, Rose, Rev. Meurier,
Messrs Stegell, Sprengli, Schaar and
Stetten; from Singapore, Mr. Knox, and 6
Chinese; from Saigon, 6 Chinese.

Per *Natal*, from Hongkong, Messrs
Shanhai, from Hongkong, Messrs
Yakushi, Honada, Mrs. Fontrier, Messrs
Justice Russell, Quang Cing, Quang Wei,
Rogue, Candou, Rose, Rev. Meurier,
Messrs Stegell, Sprengli, Schaar and
Stetten; from Singapore, Mr. Knox, and 6
Chinese; from Saigon, 6 Chinese.

Per *Galveston*, from Saigon, 15 Chinese.

Per *Amoy*, from Shanghai, &c., Mr. Kish,
and 500 Chinese.

In the number of the *Graphic* for the 31st October is an account, with illustrations, of a collision between the *Camorta* and the *Glennfruin*. The article is written by Mr. A. R. Colquhoun. The remarks he makes as to the inefficiency (or practical non-existence) of a Borneo army seem quite borne out by the recent events there. There was not a fight in it.

It would not be surprising (says the *Rangoon Gazette*) if General Prondogor finds, like Sir Hugh Rose in Central India, that the best soldier he has encountered in Upper Burma is a woman. The redoubtable Queen Soopyal may think it better to die a Queen than trust herself to the tender mercies of the hated English heretics. She is credited by the Burmese with inspiring her husband in his idea of joining his army; and he forced it on him by suggesting that if he did not, he had better exchange his putative for her tamen and let her perform the man's part. A resolution to die a soldier's death would shew a halo of glory over the head of a woman, and the Burmese, who are a people of a good deal of superstition, would probably, by the time our army nears Mandalay, be master of the situation and anxious enough to use it for his own advantage, regardless of the interests of the King and Queen.

The *Singapore Free Press* says—We heard it said this week that the post of Chief Justice, which will be vacant in the early part of next year on the retirement of Sir Thomas Sargrove, had been offered to Sir George Phillips, the present Chief Justice of Hongkong. Sir George was here one of the Judges, and was acting as Attorney General in 1876, when he was, to the general regret of the community, removed to Hongkong. Judging from the time that has elapsed since the retirement of Sir Thomas Sargrove, the offer of the post of Chief Justice to Sir George Phillips, who has been in Hongkong since 1876, is not, we are told, possible that the report can be true, and the wish must have been father to the thought. Before he left here, Mr. Phillips had been actually engaged in preparing a revised edition of our Ordinances, but since he left it has never been finished. The salary of the Chief Justice in Hongkong is the same as that in the Straits, so that this could be no inducement to Sir George to return. But even if he were to return, it is not likely that he would be able to accept the appointment, which could not but be a compliment to the Straits and be a great advantage to the Judicial Bench here.

SUPREME COURT.

IN ADMIRALTY.
(Before Sir G. Phillips, Chief Justice, assisted by Messrs J. Davis, R. N. Victor, Bannister, & A. Lee, Counsel for the Plaintiff, and Mr. J. N. Wright, Counsel for the Defendant.)

Munday, December 14.

MORRISON, GOW & CO. v. S. S. "CAMORTA."
£1,000,000.
NETHLELANDS INDIA STEAM NAVIGATION CO. v. S. S. "CAMORTA."
£70,000.

The Attorney General (the Hon. E. L. O'Malley), and Mr. A. J. Leach, instructed by Messrs Wotton and Deacon, appeared for the *Glennfruin*, and Messrs Francis and Kelly, instructed by Messrs Wotton, Johnston and Sicker, represented the *Camorta*.
Mr. E. J. Akeroyd occupied the Registrar's seat.

These suits arose out of a collision which occurred in Hongkong harbour between the British steamer *Glennfruin*, of the Dundee and London Steam Navigation Co., and the Dutch steamer *Camorta*, of the Netherlands India Steam Navigation Co., on the 17th October.

The Attorney General, in opening the case for the *Glennfruin*, said suit 24 was an action brought by the owners of the *Glennfruin* to recover damages for collision with the *Camorta* on the 17th October last, regarding which the plaintiffs alleged that it was caused by the negligence and bad navigation of those in charge of the *Camorta*. The plaintiffs in this suit, the owners of the *Glennfruin*, claimed the sum of £1,005,000 from the *Camorta*, and on the other suit, No. 25, the owners of the *Camorta* claimed the sum of £70,000 against the *Glennfruin*. On the 16th November an order was made that these suits should be tried together, and they were accordingly tried together on the 14th of this month. The case for the plaintiffs in suit No. 24 was set out in their petition, and the defence offered on behalf of the *Camorta* was set out in an answer, and was also set out by way of a statement of the *Camorta* counter-claim against the *Glennfruin*. The Attorney General then detailed the case for the *Glennfruin*. The *Glennfruin* arrived in this harbour on the 16th October from the North. She took in cargo during the night of the 16th and 17th. She was lying at Jardine's wharf, which is some considerable way down the East side of the harbour, between the Canton steamer wharf and Douglas Laik's wharf, about half way between them. The buoy to which she was moored is one of a series of buoys which extend along the South side of the Fairway through which all ships passing to and from the harbour. The Attorney General thought the first buoy of that series would be Douglas Laik's buoy, opposite Douglas Laik's wharf. The Fairway, speaking broadly, was bounded by Jardine's wharf and another wharf, then there came, at some considerable distance, another buoy, which is known as Simonsen's buoy; then, further on, Jardine's second buoy; then there is the P. & O. buoy, at which, on the 17th October, the *Camorta* was lying. The *Camorta* was moored further on was the steamer *Glennfruin*, at anchor, and then comes what is really the Southern boundary of the Fairway, on the West, which was marked on the map as the red buoy. Then for the Northern side of the Fairway, beginning at the West end, they had the line at which a number of ships were at anchor on that day. At the first anchorage was the steamer *Imbrian*, then the *Idini*, the *Zeigro*, the *Harer*, and one or two more buoys which were marked on the map as being the Fairway. On the South side of the Fairway there were steamers moored, and a line of buoys occasionally filled up a portion, particularly the East end, of that boundary, leaving, however, at times, a perfectly clear fairway South of the Fairway, which was speaking of the Fairway, which was always used by large steamers proceeding to or from the P. & O. wharf, or to or from other places along the Praya towards that was always when the Fairway was clear. The evidence on the part of the plaintiffs would be that on the 17th October the *Glennfruin* was proceeding down the Fairway, and that there were no obstacles to prevent a ship proceeding from the Westward, where the *Camorta* was

new Wharf, along the coast, usually followed by the P. & O. steamers, to the effect where the *Glennfruin* entered the outer Fairway, and entering the outer Fairway at a safe angle. The Attorney General having described the Fairway, then proceeded to relate what took place from the time the *Glennfruin* left her buoy until after the collision, according to the evidence for the *Glennfruin*. His statements were identical with those contained in the plaintiffs' evidence, given later on. Having done this, he went on to say that the negligence which charged against the *Camorta* was this: They said the *Camorta* was out from Jardine's wharf, and she was performing a manoeuvre which was at that time and is at the present, a comparatively new one in this harbour. She had for her guidance the inevitable practice of the P. & O. Co., who were a what of some of the same description a little further Eastwards on the Praya. She was going to do what must at all times in a crowded harbour like this be considered a somewhat critical operation, consisting of the *Camorta* going out from amongst a number of ships moored about the place there on a Fairway up and down which all large steamers of the place come and go. In performing this critical movement it involved those in command of her to have taken particular and special precautions. Now the evidence for the P. & O. Co. is that when they came and went along this southern Fairway to make their way in and out at a very much greater angle than the *Camorta* was taking. They, the plaintiffs, said that if those on the *Camorta* wished to do any possible precaution, they should have taken it. The *Camorta* was prevented from taking their ship gradually out of the Southern Fairway into the central, near the Canton wharf. He might say this was the Fairway used by the Canton steamers.

Sir Francis—It does not lead to the Canton wharf at all, my Lord.
The Attorney General said that the Fairway did run to the Canton wharf, it ran into the other just there. Well, the plaintiffs said the *Camorta* might have done that. Of course, it was open to those on the *Camorta*, if they thought fit, to adopt the more hazardous course. Then the plaintiffs said they ought to have taken special and peculiar precautions in so doing. The *Camorta* was going to Quarry Bay. She had discharged part of her cargo at Jardine's wharf, and she was to be taken down some way or other to Quarry Bay, where she was going to discharge the rest. What she did was to cross not quite at right angles, but at a very sharp angle, from Jardine's wharf, making her way in a North-easterly direction into the Fairway, going out on the side of the *Zeigro*. She was about 150 feet distant from the port side of the *Zeigro*, and those on board did not see anything coming down the Fairway Eastward until they got their bridge about abreast of the bridge of the *Camorta*, at which time they saw that they would see the *Glennfruin* coming down. Now the plaintiffs said the *Camorta* was taking a peculiarly dangerous course in steering in that direction, so close to the *Zeigro* that there was little opportunity of knowing what might be coming from the East. The *Camorta* was taken very special precautions in the way of a look-out and getting their anchors ready to drop and so on. Now the plaintiffs said the *Camorta* had no look-out forward, and their look-out was further defective in that they did not seem to have detected the *Glennfruin* until it was too late to do anything to avoid the collision. Then again it was not until they had passed the bows of the *Zeigro* that they stopped their engines, and even then so little did they seem to have appreciated the nature of the danger that they did not stop their engines until they had gone some 400 feet further.

His Lordship—What distance do you say the Fairway is?
The Attorney General—From 800 to 1000 feet.
The Attorney General then argued that the *Camorta* had broken regulation 21 of the Admiralty Regulations for the prevention of collisions at Sea, which provided that in narrow channels that every steamer, if practicable, shall keep to that side of the channel which is marked on the chart as being the starboard side. However, did not wholly confine themselves to this contention. If for legal purposes, this channel was not considered a narrow channel—its boundary was not prescribed by any rules of the Harbour Master's they would contend that the *Camorta* was not in breach of rule 18 by not reversing her engines as soon as she saw a collision was impending. The Attorney General, having concluded his speech, the Registrar read the preliminary acts filed by the parties in the suit, and then Mr. Leach read the pleadings. The latter are as follows:—

PETITION BY MORRISON, GOW AND CO. 1. At about 7.30 a.m. on the 17th October, 1895, the steamship *Glennfruin*, of 1336 tons net register, and 3200 gross register, was lying at anchor in the harbour of Hongkong, and was being towed by a tug named *Zeigro*, which was lying at anchor opposite to Douglas Laik's wharf, ready to proceed on a voyage from Shanghai and other ports to London with a cargo of tea and other goods.

2. The *Glennfruin* was lying at anchor at the time, and the weather was fine and the tide was about slack water and of little or no force.

3. At about 7.45 a.m. that day the *Glennfruin* slipped from her moorings and proceeded under steam down the Fairway towards the Canton wharf, and she did so at a speed of about 3 knots per hour, and she was proceeding at that rate when she struck the *Camorta* on her port side, about 300 feet from the head of the *Camorta*, and about 3 points on her port bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

4. At the time she was struck the *Glennfruin* was at a distance of about 100 feet from the head of the *Camorta*, and about 3 points on her port bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

5. The engines of the *Glennfruin* were immediately reversed, the steam whistle blown 3 short blasts, and her helm put hard; but the *Camorta* came on at the same speed, entering the Fairway almost at right angles and only slightly altering her course to starboard, passed across the *Glennfruin*, and with her stern struck the *Glennfruin* on her port side, abreast of the bridge.

6. At the time she was struck the *Glennfruin* was at a distance of about 100 feet from the head of the *Camorta*, and about 3 points on her port bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

by the *Camorta* that she had to be heeled to starboard from immediately striking and nearly all her cargo was destroyed or lost.

9. Those on board the *Camorta* neglected to keep a proper look-out.

10. The *Camorta* did not duly observe and comply with the provisions of Article 16 of the regulations for preventing collisions at sea.

11. The *Camorta* was not kept to that side of the Fairway which lay on her starboard side, contrary to Article 21 of the said regulations.

12. She was being navigated at too great a speed.

13. The engines of the *Camorta* were not stopped and reversed as required by Article 18 of the said regulations.

14. Those on board the *Camorta* improperly neglected to take in due time proper measures for avoiding a collision with the *Glennfruin*.

15. The said collision and the damages and losses consequent thereon were occasioned by the improper and negligent navigation of the *Camorta* and by a neglect of the special precautions incumbent upon a vessel coming out from Jardine's wharf and crossing the Fairway.

The plaintiffs claim—

1. A declaration that they are entitled to the damages proceeded for.

2. The condemnation of the said steamship *Camorta*, and the defendants in such damages and in costs.

3. To have an account taken of such damages with the assistance of Messrs. Messrs. further and other relief as the nature of the case may require.

ANSWER AND COUNTER-CLAIM BY THE "CAMORTA."

1. At about 7.15 a.m. on the 17th October, 1895, the steamship *Camorta*, of 1855 tons net register, and 3200 gross register, was lying at anchor in the harbour of Hongkong, and was being towed by a tug named *Zeigro*, which was lying at anchor opposite to Douglas Laik's wharf, ready to proceed on a voyage from Shanghai and other ports to London with a cargo of tea and other goods.

2. The *Camorta* was lying at anchor at the time, and the weather was fine and the tide was about slack water and of little or no force.

3. At about 7.30 a.m. on the same day the *Glennfruin* came down the Fairway, and she did so at a speed of about 3 knots per hour, and she was proceeding at that rate when she struck the *Camorta* on her starboard side, about 300 feet from the head of the *Camorta*, and about 3 points on her starboard bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

4. At the time she was struck the *Glennfruin* was at a distance of about 100 feet from the head of the *Camorta*, and about 3 points on her starboard bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

5. The engines of the *Glennfruin* were immediately reversed, the steam whistle blown 3 short blasts, and her helm put hard; but the *Camorta* came on at the same speed, entering the Fairway almost at right angles and only slightly altering her course to starboard, passed across the *Glennfruin*, and with her stern struck the *Glennfruin* on her starboard side, abreast of the bridge.

6. At the time she was struck the *Glennfruin* was at a distance of about 100 feet from the head of the *Camorta*, and about 3 points on her starboard bow. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

7. The *Camorta* was proceeding at a great speed, with her starboard side open to the *Glennfruin*, and on a course heading about N. N. E., crossing the course of the *Glennfruin*.

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NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Natal* arrived here yesterday morning, bringing on the London mail of the 6th November. Our Indian exchanges brought on by the same steamer contain the following telegrams:—

THE BRITISH ELECTIONS.
London, Nov. 24.—The general elections commenced yesterday. The Liberal candidates for Merthyr Tydfil, Carlisle, and South Wolverhampton were elected unopposed. The English University members have been re-elected unopposed.

Nov. 25.—Mr. Bright has been elected for Central Birmingham, having polled 4,089 votes against Lord R. Churchill's 4,212 votes. The election returns, so far as is known, show that 32 Liberals and 30 Conservatives have been elected. The Liberal candidates for Merthyr Tydfil, Carlisle, and South Wolverhampton were elected unopposed. The English University members have been re-elected unopposed.

Nov. 26.—Up to the present 80 Liberals and 88 Conservatives have been elected. Sir Michael Hicks Beach, Mr. Cross, and Mr. Harcourt have been elected. Mr. Childers and Mr. Shaw Lefevre have been defeated at Portsmouth by a large majority. The Liberals have carried Birmingham and Portsmouth, and the Conservatives have carried Liverpool, Blackburn, Bury, St. James, Leicester, Coventry, Cheltenham, Plymouth, Taunton, Warrington, Rochester, Stalybridge, Durham, Brighton, Pontefract, Reading, Salford, Central Hackney, Christchurch, and Oldham. Mr. Maclean has been elected for Oldham, and Mr. Hildart has been elected for Oldham.

Nov. 27.—The present 80 Liberals and 88 Conservatives have been elected. Sir Michael Hicks Beach, Mr. Cross, and Mr. Harcourt have been elected. Mr. Childers and Mr. Shaw Lefevre have been defeated at Portsmouth by a large majority. The Liberals have carried Birmingham and Portsmouth, and the Conservatives have carried Liverpool, Blackburn, Bury, St. James, Leicester, Coventry, Cheltenham, Plymouth, Taunton, Warrington, Rochester, Stalybridge, Durham, Brighton, Pontefract, Reading, Salford, Central Hackney, Christchurch, and Oldham. Mr. Maclean has been elected for Oldham, and Mr. Hildart has been elected for Oldham.

Nov. 28.—The present 80 Liberals and 88 Conservatives have been elected. Sir Michael Hicks Beach, Mr. Cross, and Mr. Harcourt have been elected. Mr. Childers and Mr. Shaw Lefevre have been defeated at Portsmouth by a large majority. The Liberals have carried Birmingham and Portsmouth, and the Conservatives have carried Liverpool, Blackburn, Bury, St. James, Leicester, Coventry, Cheltenham, Plymouth, Taunton, Warrington, Rochester, Stalybridge, Durham, Brighton, Pontefract, Reading, Salford, Central Hackney, Christchurch, and Oldham. Mr. Maclean has been elected for Oldham, and Mr. Hildart has been elected for Oldham.

Nov. 29.—The present 80 Liberals and 88 Conservatives have been elected. Sir Michael Hicks Beach, Mr. Cross, and Mr. Harcourt have been elected. Mr. Childers and Mr. Shaw Lefevre have been defeated at Portsmouth by a large majority. The Liberals have carried Birmingham and Portsmouth, and the Conservatives have carried Liverpool, Blackburn, Bury, St. James, Leicester, Coventry, Cheltenham, Plymouth, Taunton, Warrington, Rochester, Stalybridge, Durham, Brighton, Pontefract, Reading, Salford, Central Hackney, Christchurch, and Oldham. Mr. Maclean has been elected for Oldham, and Mr. Hildart has been elected for Oldham.

Nov. 30.—The present 80 Liberals and 88 Conservatives have been elected. Sir Michael Hicks Beach, Mr. Cross, and Mr. Harcourt have been elected. Mr. Childers and Mr. Shaw Lefevre have been defeated at Portsmouth by a large majority. The Liberals have carried Birmingham and Portsmouth, and the Conservatives have carried Liverpool, Blackburn, Bury, St. James, Leicester, Coventry, Cheltenham, Plymouth, Taunton, Warrington, Rochester, Stalybridge, Durham, Brighton, Pontefract, Reading, Salford, Central Hackney, Christchurch, and Oldham. Mr. Maclean has been elected for Oldham, and Mr. Hildart has been elected for Oldham.

Commission shall proceed to Philippopolis to establish a Government there. The final sitting of the Conference takes place to-morrow.

St. Petersburg, 21st November.—The *Journal de St. Petersburg* publishes an article which says that the absence of Prince Alexander from the war was without an object; it is believed that the Powers will intervene.

Sofia, 21st November.—Two Serbian divisions have jointly defeated the Bulgarians in a sanguinary engagement; the town is closely threatened.

Constantinople, 22nd November.—The Porte has intimated to the Great Powers that falling European intervention it will attack the Serbian troops. King Milan has been summoned by the Sultan to evacuate Bulgarian territory. Turkish troops are being collected on the frontier.

Sofia, 22nd November.—The Bulgarians expelled the Serbian troops from the heights above the Dragoman Pass to-day, and after a sanguinary engagement occupied the Serbian positions.

Constantinople, 23rd November.—The statement that the Porte had summoned King Milan to evacuate Bulgarian territory is contradicted. The Porte proposed to Prince Alexander that Turkey should suggest an armistice to King Milan. Prince Alexander is reported to have stopped until the Bulgarians had entered Serbian territory.

The Porte has asked for explanations concerning the armistice of the Greek Government.

Belgrade, 24th November.—A Serbian official dispatch says: "Our army yesterday attacked the Bulgarian entrenched positions, but after severe fighting the attack was repulsed. The Serbian army has retired from Tra and Tashbrod."

Sofia, 24th November.—Prince Alexander is reported to have stopped until the Bulgarians had entered Serbian territory.

London, 25th November.—The Times states that King Milan has resolved to abdicate; and that Austria will occupy Serbia.

Belgrade, 25th November.—King Milan has accepted the proposal of the Powers for an armistice, and has made paces overtures to Prince Alexander, who, however, has declined them until the district of Widin is evacuated and an indemnity fixed.

A Serbian attack on Widin to-day was repulsed.

THE BURNING WAR.

Rangoon, Nov. 23.—News has arrived from the frontier to-day by steamer that the expedition reached Shillaymy, 30 miles below Pagan, on Saturday without opposition. The progress of the flotilla was retarded by steamers with heavily laden decks, having steamed against a very strong current, one of the boats having capsized while in low twelve miles above Minla.

ITALIAN OFFICERS OF THE WAR.

Two Italian engineers in King Theobaw's army have been accused of deserting. Plans of the forts and the river obstructions found, on them demonstrates the Burmese unpreparedness owing to the promptitude of the British advance.

LACK OF INFORMATION.

Information regarding the expedition is altogether meagre, owing to the defective telegraphic and postal arrangements. Orders to reconnoitre the river have had to be carried out up yesterday only, as far as Simbongwah, but it is expected that Minla will be reached by to-morrow evening. The latter is the only place where a garrison is left, consisting of two European and four native companies of troops, with Mr. Hargreaves, Deputy Commissioner, in civil charge, with orders to get Woon and the Burmese officers to co-operate in pacifying the country.

ATTITUDE OF THE BURMESE.

The priests and the people are coming in, but the higher officials keep aloof, and will continue to do so until Mandalay falls. The Burmese say that the British Government would not openly declare a policy of annexation, the people would come forward and join the British; but the fear of persecution hereafter deters them from doing so in their present ignorance of the intentions of the British, past experience having shown how cruel the British are to those who help the British.

Rangoon, Nov. 25.—A letter from a correspondent with the expedition states that at the attack on Minla an European was observed to fire shots from the citadel and then "hold." A large number of British soldiers would not openly declare a policy of annexation, the people would come forward and join the British; but the fear of persecution hereafter deters them from doing so in their present ignorance of the intentions of the British, past experience having shown how cruel the British are to those who help the British.

PROGRESS OF THE EXPEDITION.

INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNOLD, KARBURG & Co.
Hongkong, November 5, 1885. 855

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HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at current rates.
All Contractors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents.
Hongkong, July, 1885. 1230

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

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HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

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If required, protection will be granted on Life Lives up to £1000 on a Single Life.

For Rates of Premium, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

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GILMAN & Co.
Hongkong, January 1, 1882. 14

Intimations.

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Intimations.

VICTORIA REGATTA.

THIRTIETH MEETING.

FRIDAY AND SATURDAY,
18th and 19th December, 1885.

Patron.—H. E. Sir George Ferguson Bowen, G.C.M.G.

Vice-Patrons.—His Excellency R. Vesey Hamilton, G.C.M.G.; His Excellency Major-General Cameron, G.C.M.G.; The Hon. Sir George Phillips, Knt.; Commodore Morant, R.N.

Stewards.—Commander Alleyne, R.N.; Col. Anderson, Northamptonshire Regt.; Col. Crawford, R.A.; W. M. Deane, Esq.; Col. Foster, Northamptonshire Regt.; H. Hopkin, Esq.; Hon. W. Keble, Esq.; Captain Long, R.N.; A. McIvor, Esq.; Captain R. E. Pearson, R.N.; Commander R. M. Rumsey, R.N.; Col. Walker, R.N.; H. E. Wodehouse, Esq.

Committee.—Hon. R. Jackson (Chairman); G. A. Bramwell, Esq., Northamptonshire Regiment; H. R. Coombs, Esq.; D. Gillies, Esq.; N. G. Mitchell, Esq.; Esq.; E. R. Wood, Esq.; G. D. Bunting, Esq.; A. Denison, Esq.; T. Glass, Esq.; J. Hughes, Esq.; E. Koch, Esq.

Hon. Secretary.—J. H. Stewart Lockhart, Esq.

Hon. Treasurer.—C. S. Addis, Esq.

Judges of the Racing Rules.—R. K. Leigh, Esq.; and A. K. Travers, Esq.

Umpires and Starter.—Hon. A. P. Unwin, Esq.; Hon. J. H. Tripp, Esq.; Yachts and Open Sailing Boats, E. Beart, Esq.; and E. Burnie, Esq.

Judge of the Sailing Rules.—Lieut. Keigwin, R.N.

First Day.
Friday, 18th December, 1885.

1st RACE.—12.30 p.m.—'JUNIOR SCULLS.' For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Prize, 'Brokers' Cup.' Open to any one who has never won a Sculling Race in China or Japan.

2nd RACE.—1 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outriggers Boats excluded.

3rd RACE.—1.30 p.m.—'CHINESE CUP.' For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$5.

4th RACE.—2 p.m.—For MEN-OF-WAR'S GIGS AND WHALERS. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 8 seconds per Oar.

5th RACE.—2.30 p.m.—'VOLUNTEER'S CUP.' Presented by J. J. Francis, Esq. For Pair Oars. Distance, One Mile.

6th RACE.—3 p.m.—For SAMPANS STEERED BY CHINA-WOMEN. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, 5 seconds per Oar.

7th RACE.—3.30 p.m.—'AMERICAN CUP.' To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

8th RACE.—4 p.m.—For MERCHANT VESSELS' CUP. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, 6 seconds per Oar.

9th RACE.—4.30 p.m.—THE 'CHAIRMAN'S CUP.' For Four-Oared Canton Cutters. Distance, One mile and a-half. Entrance, \$10.

SAILING RACE.—For MEN-OF-WAR'S BOATS, any rig. Entrance, \$2. First Prize, \$20; Second, \$10.

SAILING RACE.—For SAILING SHIPS' BOATS, any rig. Entrance, \$2. First Prize, \$20; Second, \$10.

YACHT RACE.—For YACHTS OVER 10 TONS. Entrance, \$5. Time for tonnage, Cup presented by the Victoria Recreation Club.

SECOND DAY.
Saturday, 19th December, 1885.

1st RACE.—12.30 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outriggers Boats excluded.

2nd RACE.—1 p.m.—INTERNATIONAL RACE. For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outriggers Boats excluded.

3rd RACE.—1.30 p.m.—For HORSE BOATS AND ON GIGS PULLED BY CHINESE. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Sixth Race on first day excluded. Time for Oars, 6 seconds per Oar.

4th RACE.—2 p.m.—'GERMAN CUP.' To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

5th RACE.—2.30 p.m.—For MEN-OF-WAR'S CUTTERS. Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10. No time allowed for Oars.

6th RACE.—3 p.m.—'LADIES' PURSE.' For Double Sculls. Distance, One Mile. Entrance, \$5.

7th RACE.—3.30 p.m.—TO BE ROWED IN GIGS. For Officers of Ships of War in Harbour. Cup presented by the Members of the Hongkong Club. Time for Oars, 6 seconds per Oar.

8th RACE.—4 p.m.—'MAGNET'S CUP.' Presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One mile and a-half. Entrance, \$10.

SAILING RACE.—For ALL OPEN BOATS. Chinese excluded. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE.—For YACHTS UNDER 10 TONS. Entrance, \$5. Time for tonnage, Cup presented by the Victoria Recreation Club.

N.B.—ENTRIES for races 2, and 6, (First Day), 1, and 3, (Second Day), will close on Tuesday, the 15th December, at 9 p.m. and must be sent in writing to the Hon. Secretary giving name of boat, colour, number of oars, &c. Post entries allowed for races 4 and 8, (First Day); 5 and 7, (Second Day). Entries for the Yacht Races must be sent to Mr. Beart, Entries for the Open Sailing Boats to Mr. Burnie on or before Tuesday, the 15th December.

J. H. STEWART LOCKHART,
Hon. Sec. Victoria Recreation Club.
Hongkong, December 5, 1884. 2115

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To Let.

TO LET.

OFFICES and CHAMBERS, No. 7, Queen's Road, lately occupied by Messrs. JARDINE, MATHESON & Co.

Apply to
BIRD & PALMER,
Who will exhibit Plans and arrange Offices to suit applicants.
Hongkong, April 6, 1885. 597

TO LET.

N. O. 3, REMEDIOS TERRACE, 6 ROOMS, BATH ROOMS, &c. Rent moderate.

Apply to
C. F. A. SANGSTER,
A. A. DOS REMEDIOS, Decedent.
Hongkong, November 9, 1885. 1945

TO LET.

COLLEGE CHAMBERS (late Hotel de l'Université), Single Rooms, Suites of Apartments, &c. No. 4, PRINCE'S HILL, 'BISNEE VILLA', PORTFOLIO.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 6, 1885. 2122

THE PEAK.

TO LET, with immediate possession, A BUNGALOW (partly furnished), situated on Mount Kellett. Rent moderate.

Apply to
DENNIS & MOSSOP,
43, Queen's Road.
Hongkong, November 12, 1885. 1971

THE PEAK.

TO LET
BUNGALOW at Mount Kellett. Five Rooms, Tennis Court, &c. For 1886 or longer if desired.

Apply to
JOHN D. HUTCHISON.
Hongkong, September 17, 1885. 1625

TO LET.

CONVENIENT DWELLING HOUSE, CORNER OF BOSTON AND PORTFOLIO ROADS.

Apply to
SAMUEL J. GOWER,
14, Queen's Road.
Hongkong, December 9, 1885. 2144

TO BE LET.

No. 4, RICHMOND TERRACE.

A comfortable DWELLING HOUSE, cool in Summer, pleasantly situated and commanding picturesque views. TENNIS COURT.

Apply to
J. D. HUMPHREYS.
Hongkong, November 8, 1885. 1908

JARDINE, MATHESON & Co.'s
PIERS AND GODOWNS,
WEST POINT.

THESE are now in Working Order. STEAMERS are berthed at the Wharf, and CARGO received and stored at Cheap Rates.

The GODOWNS are two storied, dry, airy, and well suited for the STORAGE of SILK, COTTON and WOOLLEN PIECE GOODS, as well as GENERAL MERCHANDISE.

Advances made on Cargo stored.

For Rates and further Particulars, apply to the MANAGER, or to

JARDINE, MATHESON & Co.
Hongkong, December 2, 1885. 2092

CHEE WO LING KEE

HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:—

Wing-Shing, Wing-Cheong, and Wing-Tye.
For first hour, ... \$2.
" second " ... \$2.
" every subsequent hour, ... \$1.

Ping-Puk, Wing-Loy, and Wing-Lee.
For first hour, ... \$3.
" second or subsequent hour, ... \$2.

Rates for towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Macao, Canton, and other places may be arranged at No. 29, Wing Wo Street.

Hongkong, June 13, 1885. 979

Mails.

TO LET.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MALFA, Captain G. W. Atkinson, with Her Majesty's Mails, will be despatched from this office for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 22nd December, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular and Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamship takes Cargo and Passengers for MALAKA.

A. McIVER, Superintendent.
Hongkong, December 11, 1885. 2109

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STREAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERREANNE AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 15th December, 1885, at Noon, the Company's S.S. MELBOURNE, Commandant de la MARCHAL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above destinations.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 14th December, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required to be declared prior to shipment.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, December 2, 1885. 2039

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 19th December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be